

That Portion of the New Provinces of Saskatchewan and Alberta between North Battleford and Edmonton,

Through which the Main line of the Canadian Northern Railway is now being constructed, described by Mr. T. W. Hunt.

(Published in The Farmers Advocate, Sept. 11th 1904.)

The country extending westward from Battleford to the Beaver Hills Lake is of a varied and interesting nature. That portion which is embraced between the Saskatchewan river on the north, and its tributary the Battle river on the south, varies from a level plain, broken at intervals by small lakes and streams, to a rolling, hilly surface.

South of Battleford the country is broken by the Eagle Hills, which extend eastward to the Saskatchewan river. The soil in these parts is of a light, sandy nature, the vegetation is light, and timber of any consequence is scarce.



Western Canada's broad acres, when brought under cultivation, will furnish a world's food supply.

On the north side of Battle river a beautiful, gently undulating prairie widens out toward the west.

Within the scope of country between the above-mentioned river, the soil, generally speaking, is heavier and more fertile nearer the Saskatchewan river. The top-soil is a rich black vegetable mould ranging in depth from six inches to four feet. Beneath this is a subsoil of heavy yellow clay.

Along the Battle river the land is less fertile, consisting of a top-soil of black sandy loam from three, to six inches in depth, beneath which is a red, or, rather, yellow sand, only slightly mixed with clay.

Not only a few places are there any traces of alkali or other salts in the soil or water. The more fertile land bordering the Saskatchewan river on the south for about two hundred miles west of Battleford bears a luxuriant vegetation, consisting of many varieties of plants, among which are red-top or wild bromo grass, pea-vine vetches and other leguminous plants. Numberless varieties of beautiful wild flowers, such as the anemone, buttercup, purple aster and daisy, decorate the prairie and low places, and the wild briar rose paints the soft-tinted hillslopes a beautiful pink.

While the country is practically open prairie, it is dotted with picturesque groves, among which are rank

growths of fire-weed, pea-vine, honeysuckle and other varieties of twining plants. The trees are chiefly poplar, balsam, willow and birch. Among the trees which fringe the river are to be found the box-elder, black alder, spruce and tamarack.

An abundance of wild fruit, such as strawberries, raspberries and gooseberries, grow on the open prairie and along the rivers, and among the small groves are to be found the Saskatoon, moonberry and high-bush cranberry.

North of the Saskatchewan river the country generally is more heavily timbered, and in the vicinity of Onion Lake much saw timber is to be found.

All parts of the country are abundantly supplied with good water. The Vermilion river and its tributaries water a large scope of country just south of the Saskatchewan river. Still further south, the Battle river pursues a winding course eastward, more than a thousand miles in length. Everywhere are to be found numerous small lakes, many of them beautifully situated, and having hard gravel bottoms. At points on the Vermilion river and near Beaver Lake, where wells have been dug, good pure water has been found at a depth varying from fifteen to forty feet.

Along the south side of the Saskatchewan river, a strip of country from thirty to one hundred miles in width having a clay subsoil, is splendidly adapted for mixed farming.

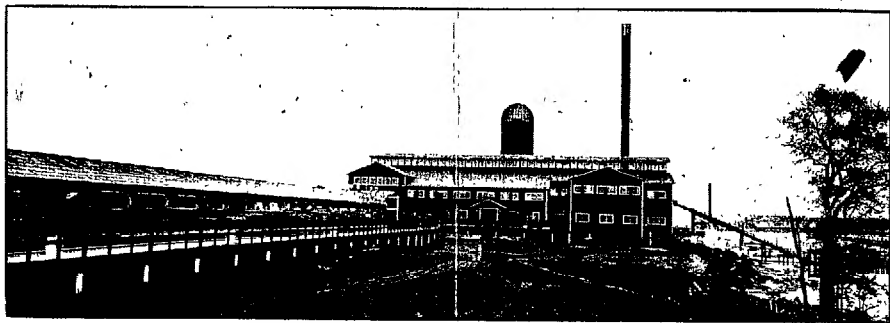
Between the Grizzly Bear and Blackfoot coulees are the Blackfoot Hills, which form a part of an escarpment extending from Birch Lake in a southeasterly direction toward Saskatoon. Here the soil is light and sandy, and, consequently, suitable only for ranching purposes.

South of Birch Lake, toward Iron Creek, is a splendid open country, some of which is well adapted for mixed farming, though the greater part is more suitable for ranching.

The country surrounding Beaver Lake is very fertile, and is adapted alike for grazing and mixed farming. Nearly all of this country has been homesteaded or bought, and flourishing settlements are now forming along the Vermilion river and in the vicinity of Birch Lake.



The River Saskatchewan is navigable for light-draft steamers from Lake Winnipeg to Edmonton, a distance of 1,000 miles.



THE RAINY RIVER LUMBER COMPANY'S SAW MILL.

Lumber is one of the first requirements of a settler on a Prairie Farm. There are a number of modern saw mills located in the timber belts tributary to the Canadian Northern Railway in Ontario and Manitoba, with a combined output of over three-quarters of a million feet per day of ten hours. The mills in the Saginaw timber belt in North-Western Manitoba are especially well adapted to supply the new settlers now being moved up for settlement along the Pelly, the Athabasca, and the Mackenzie Rivers. The modern saw mill located at Rainy River has a combined output of over a million feet per day of ten hours. It is fitted up with every known labor saving device for economical and expeditious handling from the log in the boom to the finished product. The lumber in unity turned in this mill finds a ready sale in all the markets in Western Canada.

Eastward from here to the fourth meridian the country is still unoccupied and along the Battle river are millions of acres awaiting the ranchman and farmer.

In township fifty, on the fourth meridian, is the little town of Lloydminster, whose construction began only six months ago, and which is the nucleus of a rapidly growing settlement, formerly known as Barr Colony, but now called Britannia. It is situated in a fertile tract of country, and bids fair to become a prosperous settlement.

For the benefit of those who are not experienced in judging soils, it may not be amiss to here point out some of the differences between soils which are adapted for farming and those which are not. In general, the quality of a soil may be fairly determined by the kinds of vegetation grown thereon. Wherever the land supports a luxuriant growth of the briar rose, wild bromide and rye grasses rank weeds and leguminous plants, the soil may be depended upon to produce a good crop if farmed. However, the safest way to determine the quality of soil is to dig down through the top-soil into the subsoil. The best soil for agricultural purposes is a top-soil of black vegetable mould, from six inches to two feet in depth, having beneath it a yellow clay subsoil. The subsoil is by far the most important part of the land. If the land be deficient in top-soil it may be remedied by heavy manuring but a proper sub-soil cannot be supplied. The clay beneath the black loam serves to retain the moisture and as the top-soil becomes dry it absorbs the stored up moisture from the clay. It will be readily understood that a porous, sandy subsoil could not serve this purpose. In color the so-called red sand is nearly the same as clay, and the writer knows many inexperienced men who have taken land in the sandy regions and started farming thinking they had a clay subsoil. The difference between the sand and the clay may be easily detected by taking a little of the soil in the hand. Clay when wet is a plastic substance and can be moulded like putty, while sand is gritty and mealy and will not retain its shape when moulded and allowed to dry.

Yet while these sandy regions are not suitable for farming, they are admirably adapted for ranching. The hilly country east of Birch Lake, and in the vicinity of Grizzly Bear coulee, will yield its portion of wealth if devoted to horse or sheep ranching; if grain-raising be attempted, failure will result.

Along the Battle River and in the Iron Creek country are splendid locations for ranches. The country is open, high and dry, and yet well watered by small lakes and streams. In passing through the country the writer saw many meadows where, in ordinary years, from one hundred to five hundred tons of hay could be cut.

Although timber is not plentiful, a sufficient supply for fuel fencing and building purposes may be found in the small groves which dot the prairie.

On account of the country being open and rolling, the hillsides are often bare of snow in winter, and cattle are allowed to graze out some years as late as January, when they are taken in and fed until March or April.

Those who come to this country with the intention of getting land along the proposed lines of railway, and profiting by its increase in value, should be careful to select good soil. Ranch land increases in value more slowly than farm land, and being altogether unsuitable for grain-raising, its value should never be broken. Let the farm land be farmed but land which is adapted only for stock-raising should be devoted to that purpose.

Already settlers are finding their way into the country between the Saskatchewan and Battle rivers.

The quiet scenes are slowly changing and taking on new life and activity. First the covered wagon and squatter's tent, then the homesteader's shack, and finally the well-improved farm or ranch.

The vast slumbering prairies are being awakened and made to yield up their wealth to human enterprise. Long before any railway is completed through the country, the land near the line will have been all taken up, and when fully developed these fertile prairies will be a rich and powerful factor in the great Dominion.

Excerpts from an Address Delivered by Mr. Alderman Lynch of St. Paul, Minn.,

In Winnipeg, January 5th, 1905, to the Members of
Western Canada's Immigration Association, on
"THE AMERICAN INVASION"

"I don't like the word 'invader' It implies an invasion, and war, and conquest—or a hostile intent, to say the least. There is nothing further than these things from the thoughts of the Americans who have come and who are coming to Canada. We are essentially men of peace, who have immigrated to your country to find homes or investments in a land that is famous for the home and its purity, for the law in its uprightness, and for liberty in its truest sense. The last forty years of the past century belonged to us of the western part of the United States, the next forty years belong to Canada. How much Canada assisted us, in both men and capital, in the development of the United States, will probably never be known.

Many of our most eminent citizens in the north and northwest are of Canadian birth or descent. There are, I am told, nearly one-fourth as many Canadians in the United States as there are in Canada, and they occupy a prominent position in our business and social world.

"They have built our railroads—and manage them. They have entered our factories as workmen—and own them. They have gone into our banks as clerks—and now—sometimes—lend us money to invest in their old home.

"The thousands of Americans who have crossed the border within the last four years is an earnest of what is to come.

PREDICTS MORE IMMIGRATION

"The next 20 years will see your fertile plains and valleys as well cultivated and as thickly settled as Illinois or Iowa; will see the mountains of British Columbia become the Pennsylvania of the northwest.

"I sincerely hope that the Americans who will aid in this great work will be as good and loyal citizens of your country as are the Canadian-American citizens of the United States good and loyal citizens of that country."

"You will find the Americans who are settling here honest, industrious and thrifty.

"They are coming here because they feel that here they can make money, but they do not want to do this for the mere joy of the miser. They want to make it because it will enable them to have more comfortable homes, to give their children better education, to give them advantages in life which they have not had in their own youth, no matter what those advantages may have been, and to enable them to practise the great gospel of work, which, next to the Christian religion, is the gospel of the American people today.

"On behalf of those who have invested here but who have not become citizens of your country, a few words and I will close.

"Our aims and desires are the same as those of our brothers, who have in fact become your brothers. We have invested here many millions of dollars because we felt that we would be guaranteed fair and just treatment, and we are getting it, because we thought the enterprises would prove profitable and also because we are proud of Canada, proud of its development, proud of its people, and because there is a great fascination in being even a small factor in the making of an Empire.

"We may any of us be proud of the fact that we have assisted in even a small degree in the work of turning Western Canada into a grain field, for in so doing we have aided in making bread cheaper and better for the hungry mouths of the old world.

"You have loaned us men and money in the past. We are glad that we can repay the debt.

"The political union of Canada and the United States will not come in our generation—may never come—but the ties of kindred, friendship and commerce will make the English-speaking people one people against the world, and we need have no fear of the 'Yellow Peril' or the 'Paw of the Bear'."



THE AMERICAN INVASION ILLUSTRATED

These settlers located in the Quill Lake Plains on the line of the Canadian Northern Railway.

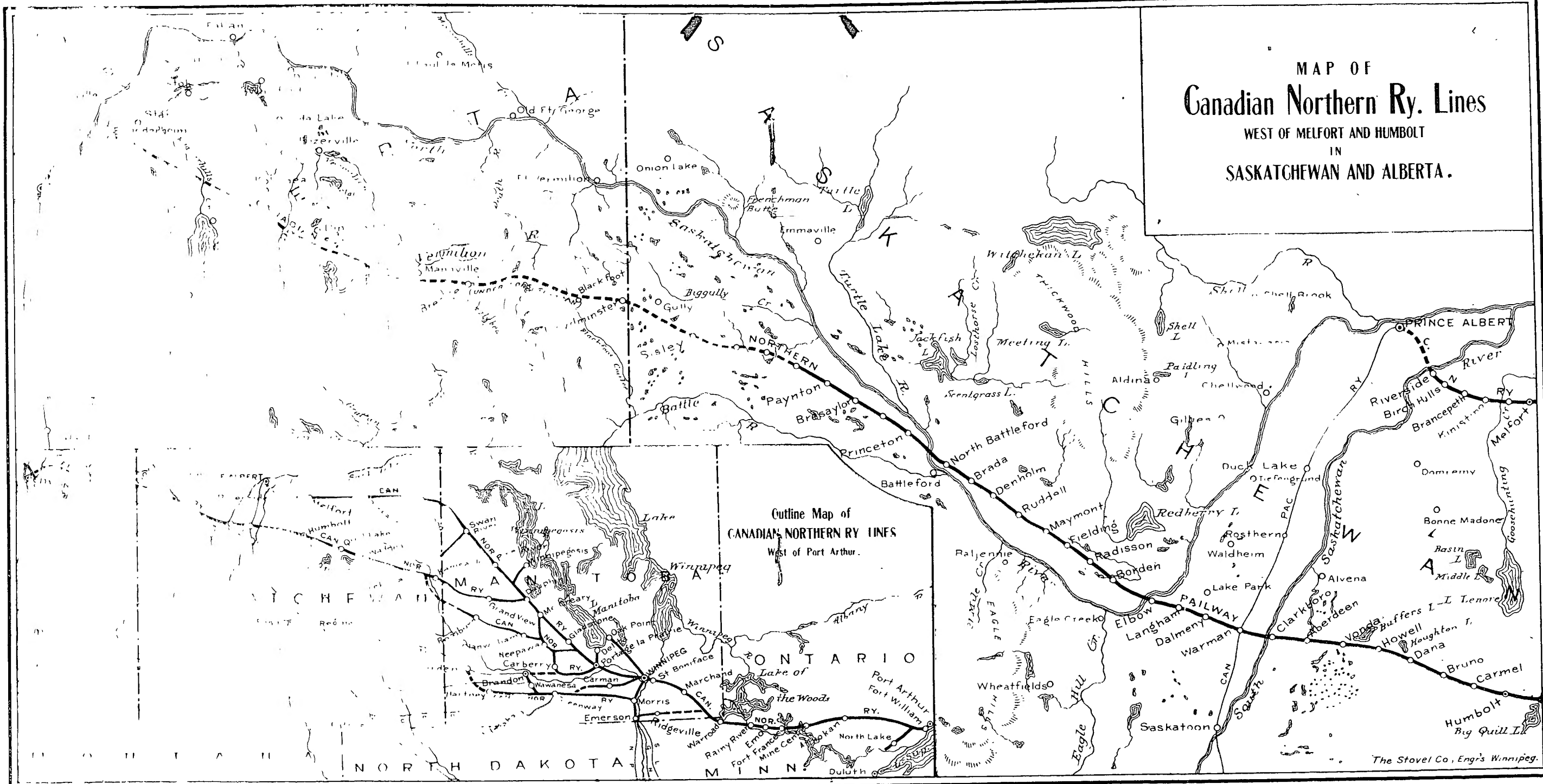
The Main Line of the Canadian Northern

EXTENDS FROM PORT ARTHUR ON LAKE SUPERIOR THROUGH WINNIPEG, THE CAPITAL OF THE PROVINCE OF MANITOBA, TO THE GREAT SASKATCHEWAN VALLEY, traversing and opening up for settlement millions of acres of the most fertile wheat lands in the world.

LOW RATES

FOR THE TRANSPORTATION OF SETTLERS' EFFECTS. Through Passenger Fares and Freight Rates from American points in connection with the Great Northern and Northern Pacific Railways via Emerson, and from Pacific Canada in connection with the Grand Trunk and Canadian Pacific Railways via Port Arthur.

MAP OF Canadian Northern Ry. Lines WEST OF MELFORT AND HUMBOLT IN SASKATCHEWAN AND ALBERTA.



NEW TOWNS AND BUSINESS OPPORTUNITIES

Where can I locate to better my financial condition? is the thoughtful query that passes through the minds of many persons at various times during life. Western Canada offers golden opportunities to the farmer, the laborer, the mechanic, the merchant and the professional man. Attention is invited to the new towns on the main and branch lines of the Canadian Northern Railway west of Winnipeg. For information respecting town sites and farm lands communicate with the Company's Sales Agents, THE SASKATCHEWAN VALLEY & MANITOBA LAND CO.

FREE HOMESTEADS ARE AVAILABLE

Select Your Farm on the Line of the Canadian Northern Railway

Read carefully what Mr. J. Obad Smith, Commissioner of Immigration for the Dominion of Canada, at Winnipeg, has to say about Free Homesteads adjacent to Canadian Northern Railway in Saskatchewan

OFFICE OF THE COMMISSIONER OF IMMIGRATION

Winnipeg, Man., April 25th 1905.

Sir - I beg to acknowledge your letter of the 18th instant and to say that it is somewhat difficult to place in concise form on a statement regarding available homestead land in any particular district. The extent of your railway crosses districts in which there are different kinds of land, and so many homesteads have gone in before the railway was constructed that the best homesteads have been picked up for a short distance on both sides of your constructed railway.

Generally speaking, the whole length of your line passes through a very desirable agricultural country, and at almost any station the landseeker may leave your train and, within five and fifteen miles, find a vacant homestead.

From Pogo Station where the Canadian Northern Railway crosses the western Manitoba boundary right through to Battleford a very large number of the best homesteads within ten miles of the railway have already been settled upon, but there are many homesteads yet available which are in sections well secured for the enterprising homesteader. Between the western boundaries of Manitoba and Quill Lake on your main line, at a distance of from ten to twenty miles north of the railway there is a large stretch of unsettled country where very few of the homesteads have thus been taken up, and from three to five thousand homesteads are still available. There are some very fertile and a lot of young poplar and such for fuel and fencing. The soil is generally very good, water good and plentiful, and an abundance of excellent hay meadows.

South of your line between the western Manitoba boundary and Quill Lake, there is not quite so much vacant land although it is of a similar quality to that north of the line, and I judge from five hundred to a thousand good homesteads might still be secured in that district.

Taking the district bounded on the east by Nut Lake on the south by your main line on the west by Lake Louise and Basin Lake, and on the north by a true midway between your Prince Albert branch and your main line there is a young block of vacant land of exceedingly rich soil and much of the land is both level and, although covered at present with a growth of brush, very fertile. I have made this district very plentiful and with few vine astonishingly luxuriant. I should imagine there would be no difficulty in picking up from one to two thousand good homesteads in this district.

West of Big Quill Lake, and south and southwest of Humboldt on your main line, there is still considerable vacant land, mostly good prairie, and much of the land is of an excellent quality. Either half or gently rolling, and from five hundred to one thousand good homesteads are available here at a reasonable distance from your line. Between the south branch of the south Saskatchewan river and to the North Saskatchewan most of the desirable homesteads within reaching distance of your line have been taken up. Those seeking land in this homestead district would have to be content with a second choice, from the Elbow to north and northwest of Battleford, extending towards Jack Fish Lake and Furtle Lake, there is a very fine block of level land of open rolling prairie interspersed with poplar bluffs. It is estimated that there are at least two thousand desirable homesteads yet available within ten or fifteen miles of your line.

South and west of Battleford, at a distance not exceeding ten or twenty miles, of your main line, there is a considerable area of homestead land, consisting of clear open prairie, good soil, level or rolling surface, and without going further than that in the distance mentioned from one to two thousand good homesteads are still available. Of course to go further south there are many more thousands of homesteads of very desirable quality which are being rapidly secured, although they exceed what can be taken up by present undeveloped construction, but through which railways will undoubtedly be constructed in the near future.

Along the Prince Albert Branch of your line there are some nice prairie openings in heavy timber reaching westward from Frowood for forty miles, but north of Melfort and north of the great bend there is a large stretch of very good land, not too rolling and on which there is a considerable growth of young poplar. The soil in this district is very rich and fertile, and the growth of grass is excellent. To the west of Melfort land office in the districts north and south, there should be at least fifty or hundred good homesteads from ten to twenty miles of your railway.

I have the honor to be, Sir,

Your obedient servant,

J. OBAD SMITH,

Commissioner

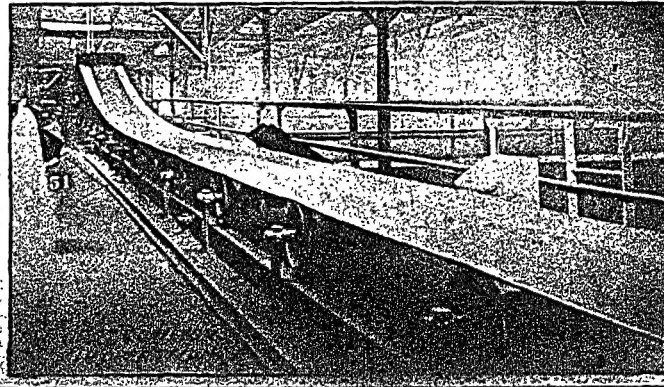
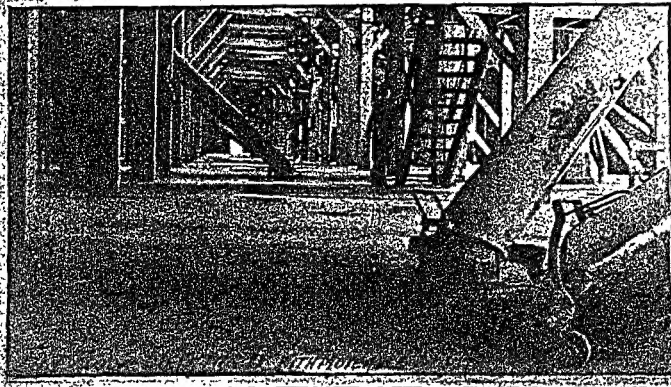
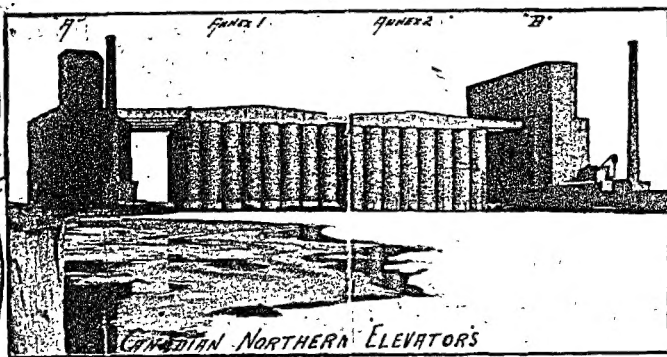
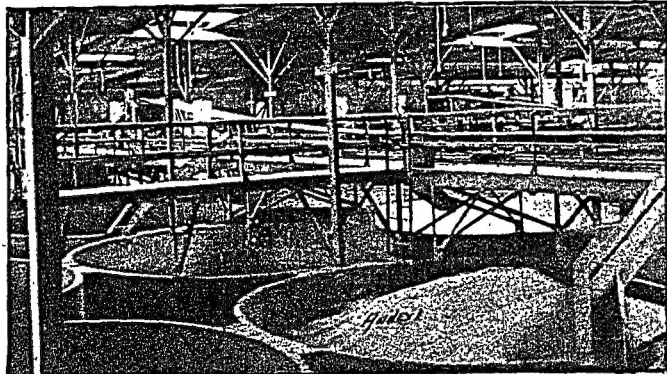
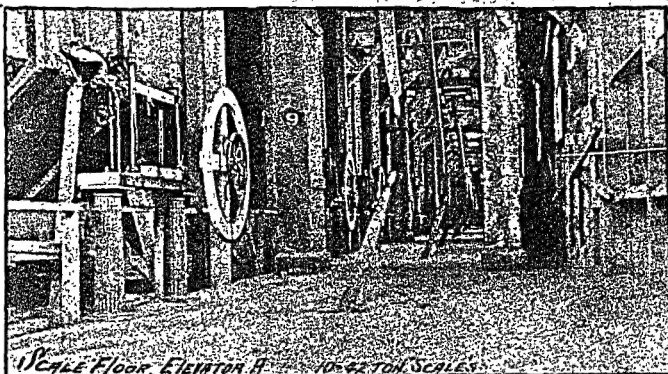
Settlers' Passenger Fares from Emerson and Port Arthur, and Freight Rates from Emerson, St. Paul and Port Arthur.

TO	Pass'g Fares		Freight Rates	TO	Pass'g Fares		Freight Rates		
	From Emerson	From Pt. Arthur			From Emerson	From Pt. Arthur			
	C.L. 2,400 lbs. or less	C.L. 2,400 lbs. or less			C.L. 2,400 lbs. or less	C.L. 2,400 lbs. or less			
MANITOBA									
Assiniboia	2.00	6.20	10.00	41.00	Dalmeny	5.70	9.46	24.00	45.00
Assiniboia	3.00	7.20	14.50	43.00	Dana	5.25	8.95	25.50	45.00
Cowan	4.20	6.80	12.50	42.00	Daisholm	6.30	10.10	30.00	45.00
Dauphin	2.70	6.10	10.00	40.00	Elbow	5.85	9.55	24.50	45.00
Drumbo	2.70	6.10	10.00	40.00	Englefeldt	1.75	8.45	22.00	45.00
Pinelburg	2.90	6.40	11.00	41.00	Fiddling	1.90	8.60	22.00	45.00
Fishers	3.30	6.90	13.00	42.00	Howell	1.35	9.00	24.00	45.00
Graham	2.90	6.50	12.00	41.00	Humboldt	4.55	8.75	22.00	45.00
Gilbert Plains	2.90	6.50	12.00	41.00	Invermay	4.10	7.75	22.00	45.00
Grand View	3.80	6.40	11.00	41.00	Kamsack	5.50	7.25	24.00	45.00
Harwood	2.80	6.40	11.00	41.00	Kuroki	4.25	7.95	24.00	45.00
Meharry	2.80	6.50	12.00	42.00	St. Leonore	5.80	7.90	24.00	45.00
Monticello	3.10	7.00	13.00	42.00	Langham	5.50	7.90	24.00	45.00
Pine River	3.10	6.80	12.00	41.00	Margo	4.10	7.50	22.00	45.00
Roslin	3.10	6.75	12.00	41.00	Maymont	6.20	9.35	26.00	45.00
Selkirk	3.10	6.75	12.00	41.00	Mikado	3.65	7.75	22.00	45.00
Shorttford	2.55	6.00	12.00	41.00	Melfort	5.50	9.10	23.00	45.00
Sheldon	2.55	6.05	12.00	41.00	Meuseville	4.80	8.60	22.00	45.00
Sifton	2.65	6.25	12.00	41.00	N. Battleford	6.45	9.10	30.00	45.00
Steveston	2.90	6.50	12.00	41.00	Radisson	4.00	7.70	22.00	45.00
Valley River	2.75	6.10	14.00	45.00	Ramsay	0.70	7.70	22.00	45.00
					Russell	0.25	7.70	22.00	45.00
SASKATCHEWAN									
Aberdeen	5.50	9.30	24.00	45.00	Rumfords	3.35	7.00	22.00	45.00
Borden	5.95	9.65	25.00	50.00	St. Gregor	4.85	8.55	22.00	45.00
Brace	6.10	10.10	30.00	50.00	Trinity	3.80	7.50	22.00	45.00
Brano	5.15	8.55	23.00	45.00	Tisdale	5.25	8.65	22.00	45.00
Buchanan	4.90	7.90	16.00	45.00	Togo	3.80	6.50	15.00	45.00
Carleton Place	3.75	7.45	13.00	45.00	Veregin	3.50	7.30	22.00	45.00
Carleton Place	4.75	8.45	16.00	45.00	Vonda	5.60	9.10	24.00	45.00
Clair	4.75	8.90	19.00	45.00	Wadena	1.10	8.65	22.00	45.00
Chirkboro	5.15	9.25	24.00	45.00	Warman	1.75	8.45	22.00	45.00
Cote	5.15	9.25	24.00	45.00	Watson	4.00	8.40	22.00	45.00
Crook's River	5.10	8.75	21.00	45.00	Wentworth	5.45	8.95	22.00	45.00
					Winnipeg	4.85	8.35	22.00	45.00

The Settlers' Passenger Fares are obtainable at Emerson, Man. (the G. N. R. Boundary Line Station), on surrender of Canadian Government

Certificates obtainable from the following Dominion Government Agents

- W. V. BENDITT, 801 New York Life Bldg. Omaha, Neb.
- J. C. BROUGHTON, Room 430 Quincy Bldg., Cor. Clark and Adams Streets, Chicago, Ill.
- R. A. BURTON, Port Arthur, Ont. (to points Railway River to Port Arthur only)
- J. S. CRAWFORD, 822 Walnut Street, Kansas City, Mo.
- T. O. CROFT, Room 12B, Callahan Bldg., Milwaukee, Wis.
- JOHN DAVIES, Great Falls, Mont.
- JOHN C. DUNCAN, Room 6, Big Four Bldg., Indianapolis, Ind.
- JAMES GATTS, Spokane, Wash.
- E. T. HOLLES, 315 Jackson St., Port Mueni
- C. A. LATHIN, P. O. Box 188, Wausau, Wis.
- M. V. MCLEACHLAN, P. O. Box 188, Wausau, Wis.
- M. V. MCLEACHLAN, P. O. Box 188, Wausau, Wis.
- M. V. PHILLIPS, Gen. Eastern Agent C. N. Ry. Toronto, Ont.
- CHARLES PILLING, Gen. Forks, North Dakota.
- W. E. ROGERS, Room 116, Waterside Bldg., North Dakota.
- D. W. SCOTT, Supt. of Immigration, Ottawa, Ont.
- J. B. STANTON, Winnipeg, Man.
- OBAD SMITH, Commissioner of Immigration, Winnipeg, Man.
- C. D. SWANSON, 315 Jackson St., St. Paul, Minn.
- F. P. THANNANT, Gretna, Man.
- W. J. WHITE, Inspector of United States Agencies, Dept. of the Interior, Ottawa, Ont.
- H. M. WILLIAMS, Room 20, Law Bldg., Cor. Madison and Superior Streets, Toledo Ohio.



**LARGEST ELEVATOR PLANT IN THE WORLD—OWNED BY THE CANADIAN NORTHERN RAILWAY—
LOCATED AT PORT ARTHUR, ONTARIO, ON LAKE SUPERIOR**

• Fire proof tile grain storage construction. Each house having 80 circular tanks and 63 intermediate spaces.

STORAGE CAPACITY

A 1 250,000 bushels, erected 1901

Annex 1 2,500,000 bushels, erected 1902.

Annex 2 2,500,000 bushels, erected 1903.

B.—750,000 bushels erected 1904.

Total 7,000,000 bushels.

Receiving capacity 40 cars per hour.

Shipping capacity 120 cars per hour.

Cleaning capacity 15 cars per hour.



Canada Will Give 160 Acres of Land Free in the West to Every Adult Applicant

Canada ranks tenth among the world's wheat producing countries.

Prof. Tanner, the English agricultural chemist, says Western Canada has the richest soil in the world.

Canada's wheat yield for the last ten years averaged 18 bushels per acre.

Wheat yield in the United States for same period, 13 bushels per acre.

Manitoba's average wheat yield for ten years, 21 bushels per acre.

Minnesota's yield for same period, 14. Kansas, 12, Missouri, 11.

Canadian No. 1 hard wheat is the highest priced wheat in the world.

There are 298 flour mills in the Northwest, with a daily capacity of 18,500 barrels of flour.

There are 1,025 elevators in the Northwest, storage capacity of 45 million bushels.

Canada has the largest elevator in the world at Port Arthur—capacity, 7 million bushels.

(See illustrations in this folder)

WHEN PURCHASING TICKETS

at Union Stations, or from Agents of connecting lines, be sure to specify the

CANADIAN NORTHERN RAILWAY

The direct line from Port Arthur to the Great Saskatchewan Valley

A GOOD COUNTRY FOR A YOUNG MAN

If Horace Greely were alive to-day he would amend that oft-quoted advice of his to read: "Go North-West, young man; go North-West."

The Canadian North-West

Is the young man's country. It is growing faster and building on a firmer foundation than any other portion of the American Continent.

Take Manitoba for example—Population in 1901, 255,500; today over 400,000.

THE REASON? Good soil, good climate, good citizens—a trinity that makes a good country.

Saskatchewan and Alberta

will duplicate Manitoba's record, and the young man who is looking for an opening—Professional, Agricultural or Business—will do well to make a personal investigation of the New West referred to in this Folder.



Maps, Descriptive literature—the kind you can depend upon—mailed on request.

GEORGE H. SHAW,

Traffic Manager,

WINNIPEG, Man.